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OFFICE
DEFECTS INVESTIGATION

April 30, 1999

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Government Technical Affairs

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Office of Defects Investigation, Room 5326
National Highway Traffic Safety Administration
400 Seventh St., S.W.
Washington, D.C. 20590

99V-111 (01)

Attn: Jonathan D. White

Subject: Information Report, FL-236

In accordance with Part 573.5, Freightliner Corporation herewith submits an information report for a new recall campaign to recall Freightliner trucks for a defect related to hydraulic brake tube routing.

Sincerely,

Gary W. Rossow

Cc: Michael Mason, CAL-OSHA

Certified Mail No P 335 662 622

DEFECT INFORMATION REPORT

99V-111 (02)

DATE: April 30, 1999
FREIGHTLINER CAMPAIGN NO: FL-236

TO: Associate Administrator for Enforcement
National Highway Traffic Safety Administration
Washington, D.C. 20590

1. FROM: FREIGHTLINER CORPORATION
P.O. BOX 3849
Portland, Oregon 97208
(503) 735-8078

2. CLASSIFICATION OF VEHICLES: Freightliner Business Class model FL-50, FL-60, and FL-70s manufactured with hydraulic brakes from 1/14/99 through 3/15/99. The beginning date is when a redesigned hydraulic brake tube was first used and the ending date is when the tube was revised to eliminate interference with the chassis.

3. NUMBER OF VEHICLES POTENTIALLY AFFECTED: 195

4. ESTIMATED PERCENTAGE OF POTENTIALLY AFFECTED VEHICLES THAT CONTAIN DEFECT: 100%

5. DESCRIPTION OF THE DEFECT: The hydraulic brake tube to the front left brake may contact the bottom frame rail flange.

6. CHRONOLOGY OF PRINCIPAL EVENTS: In late February 1999, Freightliner's Mt. Holly Plant reported contact occurring between a hydraulic brake tube and the frame rail. An investigation revealed a supplier error that allowed the interference.

It was decided to recall the affected vehicles.

7. REMEDIAL PROGRAM: The Freightliner Recall Campaign will be conducted as follows:

Repairs will be performed by Freightliner dealerships, Direct Warranty customers, i.e., customers approved by Freightliner to do their own warranty repairs. The tube will be replaced with one that provides clearance to the frame rail.

Customer notification will be by first class mail using Freightliner records to determine the customers affected. This will be completed as soon as possible, but not later than 6/14/99.

Dealer notification will be by first class mail and will be completed not later than 6/7/99.